



Parking Standards for New Development Projects Study Phase 2 – Commercial Uses

TASK FORCE MEETING #4

June 20, 2017

City Hall – Sister Cities Conference Room



AGENDA

7:00 PM	Welcome and Meeting Recap
7:05 PM	Office Data Recap
7:15 PM	Office Parking Ratios
8:00 PM	Hotel Parking Ratios
8:45 PM	Public Comment

ROLE OF THE TASK FORCE

Mission: Provide input to City staff on recommended revisions to the City's parking standards for new development

Tasks:

- A. Provide input on proposed revisions
- B. Develop consensus (to degree possible) on recommendations
- C. Submit report to Directors of P&Z and T&ES on recommendations
- D. Support community engagement efforts by reporting back to commissions, boards, and groups represented

ROLE OF THE TASK FORCE

	Date	Meeting Topic
Meeting #1	March 21, 2017	<ul style="list-style-type: none"> ▪ Parking Study Background (existing parking policies, standards, and conditions, DSUP/SUP Parking Reductions); ▪ Overview of Commercial Sites Survey and TF's role; ▪ Other Jurisdictions and Best Management Practices
Meeting #2	April 18, 2017	<ul style="list-style-type: none"> ▪ Discuss different requirement approaches ▪ Discuss overarching policies/strategies to potentially include in recommendations
Meeting #3	May 16, 2017	<ul style="list-style-type: none"> ▪ Data Collection findings and discussion of key factors impacting parking demand and trends ▪ Start discussing options and potential recommendations for office
Meeting #4	June 20, 2017	<ul style="list-style-type: none"> ▪ Continue discussing options and potential recommendations for office and hotel
Meeting #5	July 18, 2017	<ul style="list-style-type: none"> ▪ Start discussing options and potential recommendations for retail and restaurant
Meeting #6	September 19, 2017	<ul style="list-style-type: none"> ▪ Discuss draft recommendations
Meeting #7	October 17, 2017	<ul style="list-style-type: none"> ▪ Finalize recommendations

MEETING GOALS

- Finish discussion on potential office ratio recommendation
- Discuss potential hotel ratio recommendation

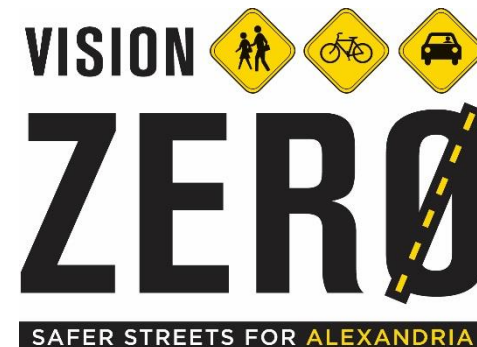


STUDY PRINCIPLES AND SUPPORTING PLANS

- Recognize that providing too much parking has impacts:
 - More SOV driving
 - Climate change / pollution
 - Safety
 - Congestion
 - Undercuts transit
 - Development more expensive / less affordable
 - Degraded urban design
 - Stormwater problems
- Consider potential spillover impacts and how to mitigate
- Realize the opportunity for a more sustainable and modern parking policy

STUDY PRINCIPLES AND SUPPORTING PLANS

- **Mayors National Climate Action Agenda** – *Commit to a set of local actions to reduce greenhouse gas emissions*
- **Strategic Plan** – *Increase commuters using alternative transportation options*
- **Transportation Master Plan** – *Identify policies that encourage transit use; support principles of TOD; include maximum parking ratios*
- **Environmental Action Plan** – *Reduce parking ratios and encourage shared parking*
- **Vision Zero Policy** – *sets a goal of zero traffic deaths/injuries by 2028*





PARKING STANDARDS - OFFICE



MAY 16TH MEETING RECAP

- Review office data collection
 - Additional data and info
- Potential office ratio for further discussion (spaces per 1,000 sf):
 - 1.25 – sites within ½ mile of Metro
 - 1.5 – sites with access to 4 or more bus routes within ½ mile
 - 1.75 – sites with access to fewer than 4 bus routes within ½ mile

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What the Parking Experts Believe:

- "Parking requirements often make reusing historic buildings difficult or impossible."¹
- "Parking requirements based on existing occupancy at sites with free parking will therefore reflect the demand for free parking."¹
- "The parking utilization of a corporate headquarters may be lower than a small service-oriented building such as an accountant's office."²
- "[...] Uncertainty about future employee density [per 1,000 sf of development] is most felt by local jurisdictions when developers are building a 'spec' building for which tenants have not yet been identified."²

¹Shoup, Donald. "The High Cost of Parking Requirements," *Transport and Sustainability*, 2014, Volume 5

²Wilson, Richard. "Parking Requirements for Workplaces," *Parking Reform Made Easy*, 2013.

PARKING STANDARDS - OFFICE

Findings from Arlington Office Building Study (June 2016):

- Daily trips significantly **lower** than ITE predicted
- Employees who have **parking subsidies** are more likely to drive alone.
- Employees with access to **transit benefits** are twice as likely to take transit.
- Only **3%** of employees surveyed who drive alone said they **park on the street**.

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Updates to Data Set:

- Included 15 sites from Arlington survey
- Included 3 sites from Old Town North survey
- Added information about:
 - Zoning Parking Requirement
 - Pricing
 - Public parking
 - Shuttle service
 - TMP

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Data takeaways:

=> For **EVERY** site in Alexandria, actual parking demand is **lower** than the **current** minimum zoning requirement

- **Average occupancy – 1.3** per 1,000 sf
 - 1.2 within ½ mile of Metro
 - 1.5 more than ½ mile of Metro
 - Range - **0.5 to 2.1** per 1,000 sf
- **Parking was less than 85% full** in most cases
- 32 sites (Range in size from 11,600 – 625,062 sf)

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Challenges with the data:

- **No clear correlations** with site or building characteristics
 - Difficult to develop into credits
- Tells us how parking has worked using **past** parking requirements
 - Difficult to project into future
- Variability - office sizes, types, management, employee benefits, etc.



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How we move forward?

- Current standards too high
- Identify priorities/goals
- Data cannot be only factor



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Questions/Issues to consider

- Do these ratios support plans and principles?
- Should the new ratios allow for higher/lower ratios than currently observed?
- Will a lower ratio create a parking issue or incentivize other travel modes?
- What characteristics of offices affect parking demand or other modes?

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Last month's potential recommendation:

	Target Parking Ratio (spaces per 1,000 sf)	Minimum Ratio with Credits (spaces per 1,000 sf)
Within ½ mile of Metro	1.25	0.25
Access to 4 or more bus routes within ½ mile	1.5	0.75
Access to fewer than 4 bus routes within ½ mile	1.75	0.88

Potential Credits and Reduction Percentages

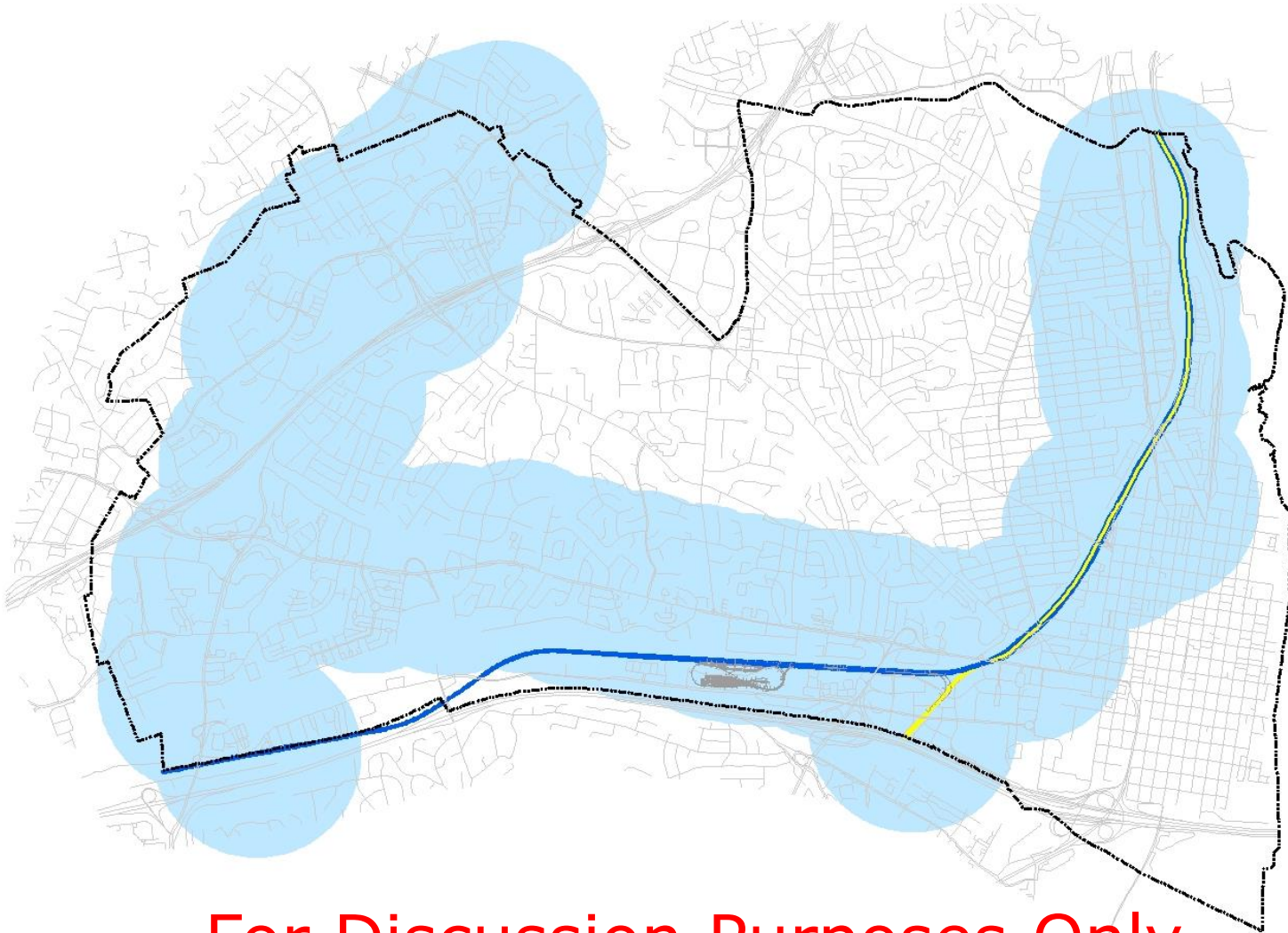
- Within ¼ mile of Metro (25-30%)
- Access to amenities (walkscore or walkability index) (10-20%)
- Potential for shared parking (10-15%)
- Access to public parking (10-15%)

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Alternate recommendation

- Min/max ratio that has “built in credits”
- Priority area(s) to make non-SOV travel a competitive choice
 - Metro
 - BRT
 - Multiple bus lines
 - High access to amenities
 - Future development areas

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For Discussion Purposes Only

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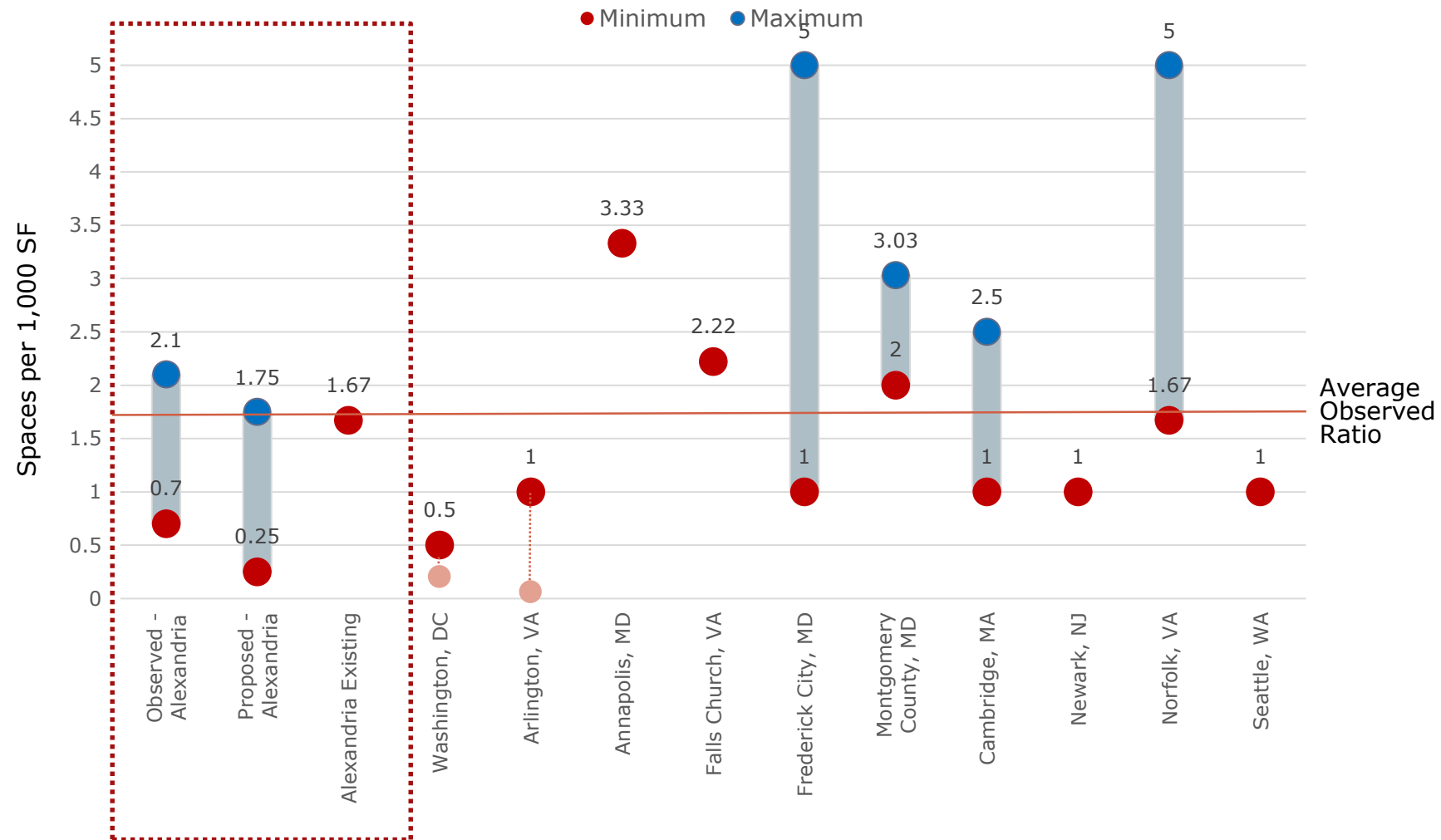
Potential recommendation for Discussion

	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	0.25	1.25
Outside Enhanced Transit Area	0.75	1.75

- Max allows current observed parking
- Min allows future flexibility
- Parking modifications possible like today

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Comparison of Parking Requirements by Jurisdiction



PARKING STANDARDS FOR
NEW DEVELOPMENT PROJECTS

PARKING STANDARDS - OFFICE

Questions/Issues to consider

- Do these ratios support plans and principles?
- Should the new ratios allow for higher/lower ratios than currently observed?
- Will a lower ratio create a parking issue or incentivize other travel modes?
- What characteristics of offices affect parking demand or other modes?
- What areas should be included in the map?



PARKING STANDARDS - HOTEL

PARKING STANDARDS - HOTEL

New transportation services increase mode choices.

32%

Total observed hotel trips using taxis, Uber/Lyft

Hotels guests have minimal impact to on-street parking.

3%

Total observed hotel trips involving on-street parking

Drive-in rates are low for hotels near transit services.

33%

Average drive-in rate at Hilton Garden Inn

Market forces dictate hotel parking supply.

Zero.

Number of hotels approved with a ratio above .7 through the past 10 years.

PARKING STANDARDS - HOTEL

Current Parking Requirement:

One space per room + one space per every 15 guestrooms

- Hotels within Parking District 1 (Old Town) shall provide 0.7 spaces per guestroom
- Hotels sites approved prior to July 1966 shall provide 1 space per guestroom, unless over three stories, in which case must provide .5 per guestroom

An aerial photograph of a city street grid. A red dot is placed on a street in the lower-left quadrant, and a red line extends from this dot diagonally upwards and to the right, ending at the bottom-left corner of a red text box. The text box contains information about 'The Lorien' and its parking ratio.

The Lorien
Approved April 2007

.7 Ratio
Now Hosts Monthly Parkers

An aerial photograph of a city grid, likely New York City, showing a dense arrangement of streets and buildings. A red dot is placed on a street in the lower-left quadrant, and a red line extends from this dot diagonally upwards and to the right, ending at the bottom-left corner of a red text box. The text box is located in the upper-right quadrant of the image.

Hilton Garden Inn
Approved February 2013

.29 Ratio

Hotel Indigo
Approved January 2014

.5 Ratio



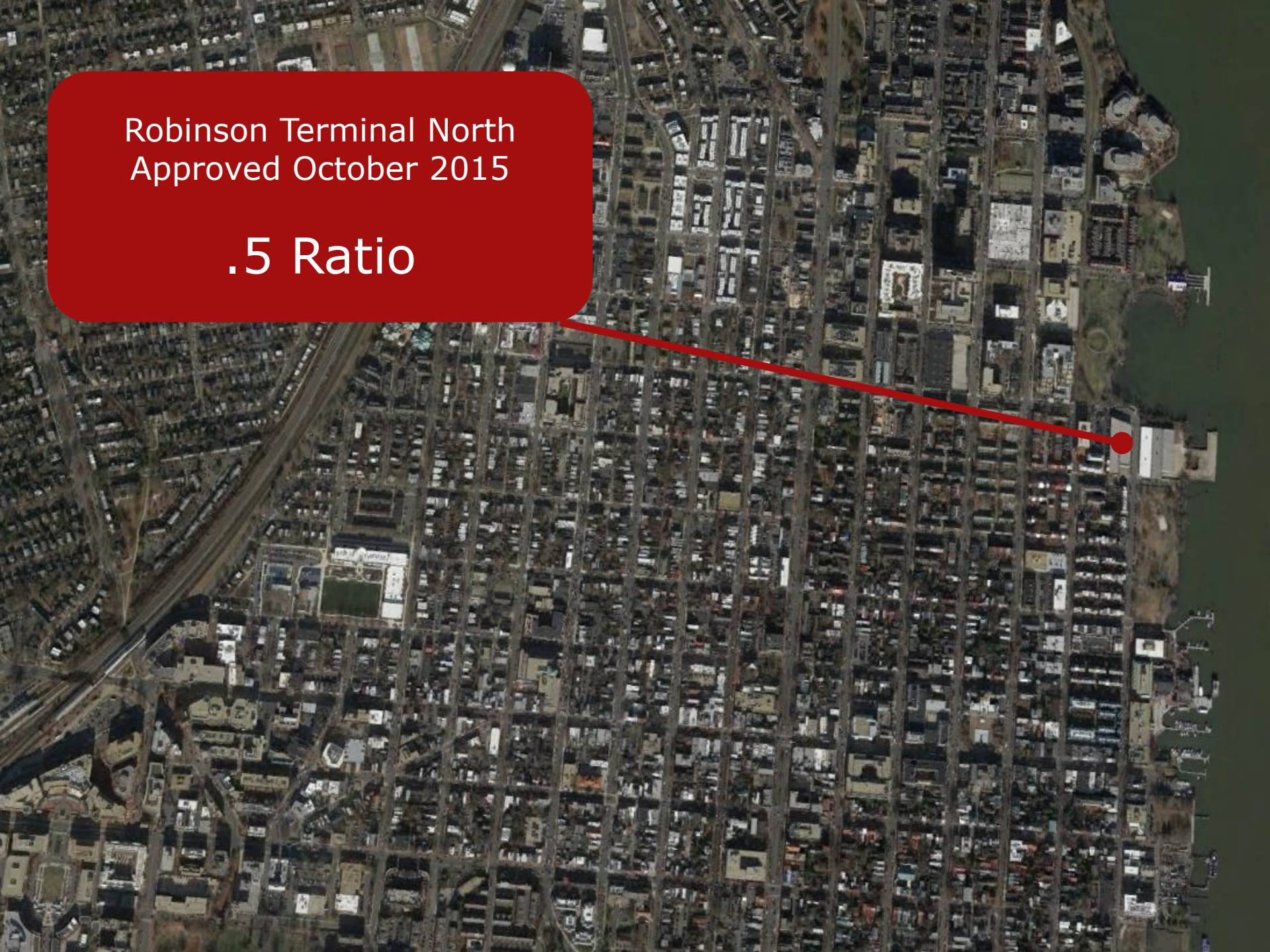
An aerial photograph of a city grid, likely New York City, showing a dense arrangement of streets and buildings. A red dot is placed on a street in the lower-left quadrant, and a red line extends from this dot diagonally upwards and to the right, ending at a red rounded rectangle. The rectangle contains text about a renovation project.

Hampton Inn
Renovation Approved March 2014
(not implemented)

.5 Ratio

Robinson Terminal North
Approved October 2015

.5 Ratio





Towne Motel Redevelopment
Approved January 2016

.5 Ratio



Old Colony Inn Renovation
Approved May 2016

.65 Ratio

An aerial photograph of a city grid, likely San Francisco, showing a dense arrangement of buildings and streets. A red dot is placed on a street in the lower-left quadrant, and a red line extends from this dot diagonally upwards and to the right, ending at a red rounded rectangle. The rectangle contains text about a hotel project.

King Street Hotel
Approved May 2017

.44 Ratio

115 S. Union Adaptive Reuse
Pending Approval June 2017

.5 Ratio



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Considerations for setting standards:

- Strategic goals of the City
- Proximity to airport and ridesharing (taxis) & future technology
 - Autonomous vehicles
 - Future transit investments
- Supporting services (i.e. restaurants, bars)
- Affordability
- Appropriate pricing encourages alternate mode

PARKING STANDARDS - HOTEL

Data collection takeaways

- **Average occupancy –0.5 spaces per room** overall
 - Range **0.2 to 0.9 spaces per room**
 - 0.3 within ½ mile of Metro
 - 0.6 more than ½ mile of Metro
- For 9 of 10 sites, **actual parking demand is lower** than the current minimum zoning requirement
- In all but one of the sites, the parking was **less than 85% full**
- Multiple hotels **offer daily or monthly parking** for non-hotel use to utilize excess parking

PARKING STANDARDS - HOTEL

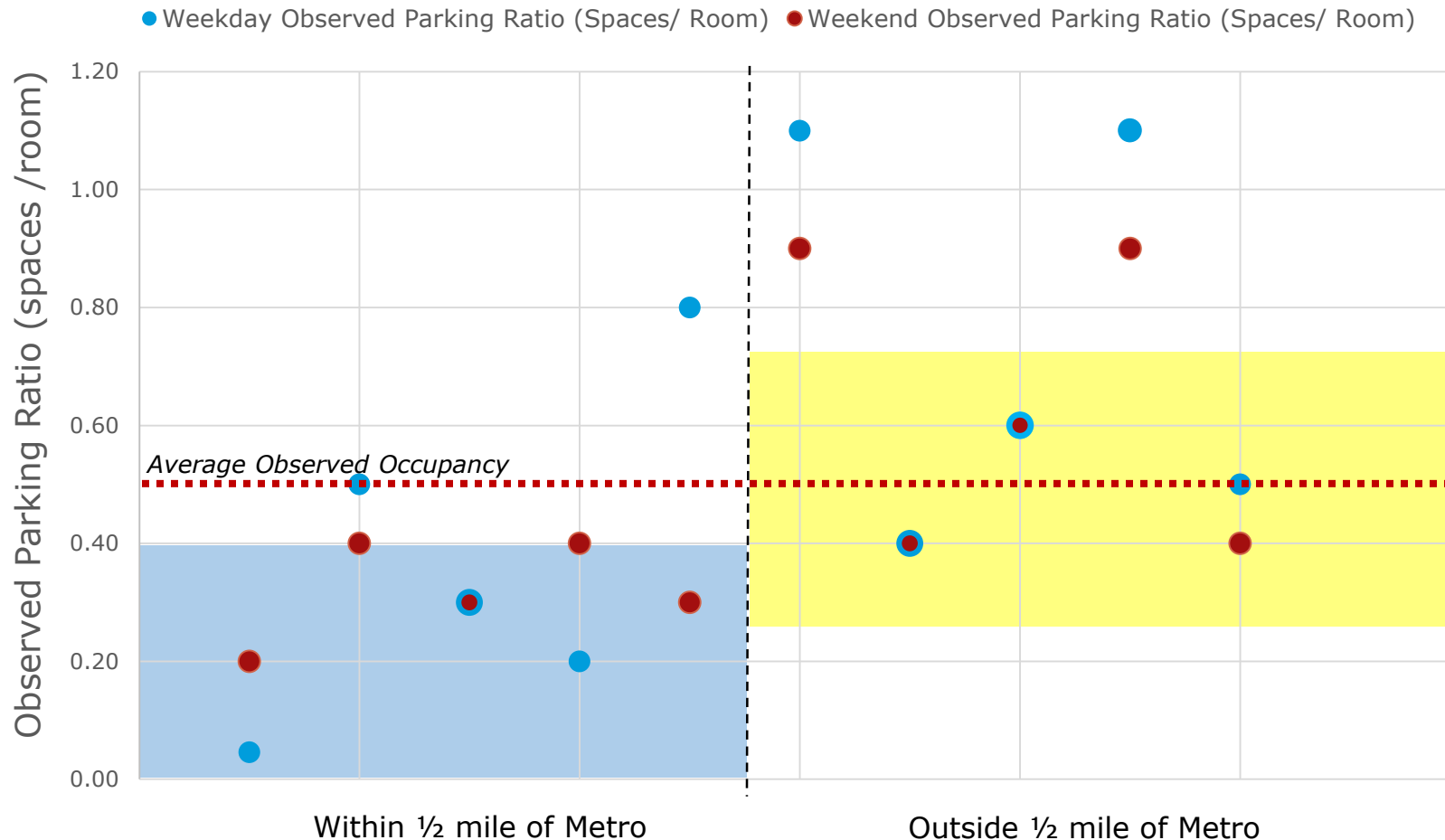
Potential recommendations

Base Ratio	Min (spaces per room)	Max (spaces per room)
Within Enhanced Transit Area	0	0.4
Outside Enhanced Transit Area	0.25	0.7

- Allow additional parking for hotels with more than 10,000 sf of auxiliary space (i.e. conference area, restaurant, retail)
 - Only outside ½ mile of Metro?

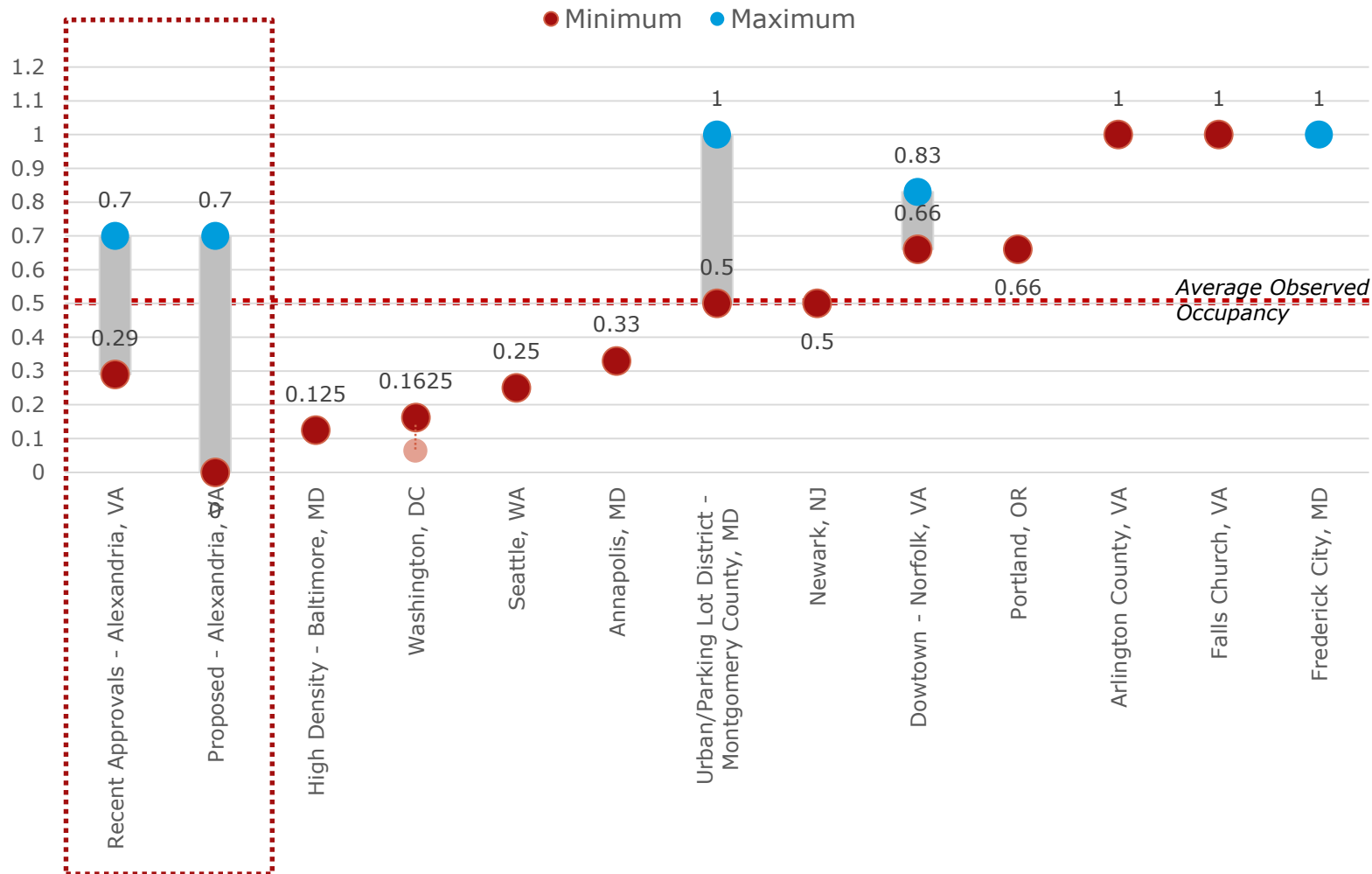
PARKING STANDARDS - HOTEL

Comparison of Survey Results and Potential Recommendation



PARKING STANDARDS - HOTEL

Comparison of Parking Requirements by Jurisdiction



TASK FORCE DISCUSSION

- Do these ratios support plans and principles?
- Feedback on ratios and threshold for auxiliary space parking requirement, if any.
- What characteristics of hotels affect parking demand or other modes?
- Should the new ratios allow for higher/lower ratios than currently observed?
- Will a lower ratio create a parking issue or incentivize other travel modes?



PUBLIC COMMENT

Next Steps

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Thank you!

Next Meeting:

Tuesday, July 18th
Sister Cities Conference Room

For more information visit
alexandriava.gov/ParkingStudies

OR contact Katye North
Katye.North@alexandriava.com

(703)746-4139